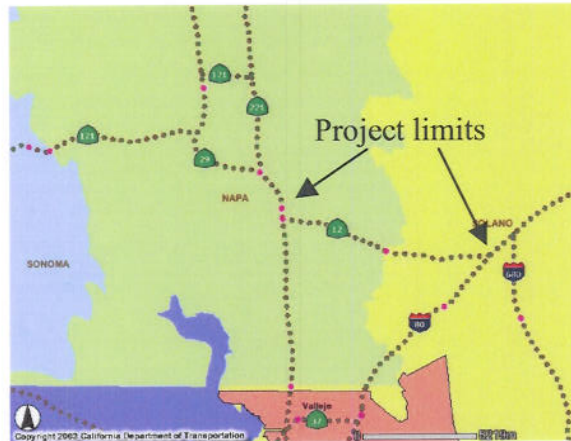


STATE ROUTE 12 JAMESON CANYON ROAD WIDENING & STATE ROUTES 29/12 INTERCHANGE PROJECT



Final Initial Study— Mitigated Negative Declaration (CEQA) and Environmental Assessment with Finding of No Significant Impact (NEPA) Volume 2

04-NAP-12, KP 0.4/5.3 (PM 0.2/3.3)
04-SOL-12, KP 0.0/R4.2 (PM 0.0/R2.6)
Expenditure Authorization 264100
04-NAP-29, KP 6.7/8.7 (PM 4.2/5.4)
04-NAP-12, KP 0.0/0.4 (PM 0.0/0.2)
Expenditure Authorization 287900

January 2008

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been carried out by Caltrans under its assumption of responsibility pursuant to 23 U. S. C. 327.

Prepared by:



TABLE OF CONTENTS

Part 1

Introduction

1

Responses to comments

2-55

Part 2

Comments presented orally to court reporter

57-70

Comments sent by e-mail

71-80

Comments by comment cards

81-91

Comments received by mail

92-118

Volume 2

Part 1

Responses to the Comments Received on the Initial Study-Proposed Mitigated Negative Declaration and Environmental Assessment

The Initial Study-Proposed MND/Environmental Assessment for the State Route 12 Jameson Canyon Road Widening and State Routes 29/12 Interchange Project was released for public review on August 27, 2007. A Notice of Availability for the environmental document was published in local newspapers. Copies of the environmental document were placed online, in public libraries, and at the Caltrans District 4 Office of Environmental Analysis. Copies of the environmental document were also sent to federal, state, regional, and local agencies and the residents of properties abutting the proposed project area. After thirty days, the comment period closed on September 27, 2007. At the request of various agencies, the comment period was extended to October 26, 2007.

There were two public meetings held for the proposed project. An open house meeting with map displays was held in each county on separate evenings. The first open house meeting was held on September 13, 2007 in Fairfield in Solano County, the second public meeting was held on September 14, 2007 in Napa in Napa County. At both public meetings, attendees commented by cards that were dropped in a box or by dictation to a court reporter. A transcript of the oral comments was produced by the court reporter.

During the comment period, Caltrans also received comments by electronic mail and by regular mail. The comments received by electronic mail and by regular mail were from State Agencies, local organizations, and individuals. No comments were received from any Federal Agencies.

1. Oral Comments to the Court Reporter

1.1. Kahn, Eve (EK), Individual

EK1 At what point does the level of service, in the future, keep the level of service we have now?

Response: *Under existing conditions, the intersection of SRs 29/12 operates at level of service (LOS) F during the AM peak and LOS E during the PM peak. Under future (2035) conditions, this intersection operates at LOS D or better under, both, the Tight Diamond Interchange alternative and Single Point Urban Interchange (SPUI) alternative.*

The level of service will improve to better than existing conditions when the improvements are constructed.

EK2 There are comments in the EIR that talk about transportation demand management getting people out of single occupancy vehicles, encouraging more vanpools, carpools, tourist busses and stuff. And so I think comments should be added to the document that say, as this road is being planned, the communities in Solano and Napa should work on these transportation demand management opportunities, so that the roadway can keep a lower level of -- higher level or lower level -- higher level -- service; lower level like the facility stays the same; it doesn't get widened any because there was no place for this road to get widened again.

Response: *We agree that transportation demand management or transportation system management (TSM) is needed on SR 12 along with the proposed project. Caltrans' statewide efforts in TSM include the administration of State and Federal Grant Programs that provide funding for mass transportation operating assistance and capital improvement projects. Caltrans also provides technical assistance to agencies responsible for: public transportation services including buses; demand-responsive accessible services for the elderly and disabled; rural transit; commuter and urban rail services; and waterborne ferry operations. Caltrans supports the development of a multi-modal transportation system that increases the mobility and access choices for employment opportunities, medical appointments, education and tourist attractions to California's citizens and visitors.*

1.2. Setty, Michael (MS), Individual

MS1 And, basically, my comment is that, on the Highway 80/680/12 interchange, in Solano County, that that ought to be like the very first thing they do on that end -- before they do anything else -- is grade separate that conflict. In other words, the ramp, Highway 12, goes under or over, a ramp comes off Highway 12, there's a grade separation at that point; and, probably, with the connection from Highway 12 to Green Valley Road as well. That, to me, has gotta be like the number one-two project that they do out of the 80-something pieces that John Ponte talked about.

Response: *A separate project that addresses the I-680/I-80/SR 12 interchange is underway. Although this project and the interchange project are in close proximity, each has independent utility and, therefore, they were not combined together as a single project.*

MS2 I could see a need for maybe more breaks in the median they want to build, the barrier, the concrete divider, mainly, because there are a lot of driveways along that road, and there's some expense for, you know, putting in turn lanes and things; but, it would probably generate excessive traffic, you know, like people having to go down and turn around and all that sort of thing. So, there's a couple of places where I can see they could do that. If you look at the map, there's one place that has like four or five driveways coming in one area. It may be one of those places.

Response: *The project design includes two openings, one at Lynch Road and one at 900m east of the county line to provide for U-turns. Locations were chosen strategically based on sight distances, proper spacing between signalized intersections to minimize the distance for a turn around opportunity, and at least one location in each county. Providing more openings in the median will create more interruptions to the through traffic and affect operations on Jameson Canyon Road. It will also create more blunt ends in the median, which is undesirable from a safety standpoint.*

1.3 Fagundes, Cindy (CF), Individual

CF1 And I just wanted to comment, they spent a lot of time discussing the bike lanes. I've seen, probably, one bicycle a month going through the canyon; so, I don't know why they're so zoned in on bicycle lanes. They're spending far too much time and money worrying about the bicycles, when nobody rides the bicycles through there, I don't know if they think they're going to increase the bike traffic by putting up a side bike lane or not.

Response: As a conventional highway, bicyclists and pedestrians can already use the shoulder of SR 12. The proposed project upgrades the shoulder to standard width. By doing so, the project is consistent with Caltrans Deputy Directive 64 (DD-64) to accommodate non-motorized users. DD-64 adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.

CF2 I think they're kind of putting the cart before the horse. They should fix the 680/80 interchange before they widen Jameson Canyon to four lanes because they're just going to end up moving the "parking lot" from Napa County to Solano County. And four lanes are also going to increase the speed of traffic. Right now, they complain about the roadway being a parking lot, but, actually, it's safer because people are stopped and going very slow; whereas, when it's four lanes, they're going to be going 55 miles an hour -- fast, fast, fast -- +55 miles an hour -- and it's going to make it even more dangerous than it is now

Response: The operational analysis for SR-12 Widening and Routes 29/12 Intersection Conversion Project does not address the I-680/I-80/SR 12 interchange. That interchange is a separate project and is currently in the environmental planning phase. The operational analysis for that interchange will probably describe approaches to keep traffic flowing, thus, avoiding a "parking lot."

The existing posted speed on SR 12 varies from 55 mph to 60 mph. The speed limit will remain same with the widening of SR 12 to four lanes.

CF3 There's a lots of easements along the road. They're going to impact a lot of the utilities. The hillside, the configuration of the soils out there, is very prone to mud slides. They cut into the roadways, or cut into the hills, they're going to cause mudslides that they're going to wish they never even touched those hills. They're going to end up with a sump hole like they have over there by Red Top, water coming out of their roadway, which they're trying to pump right now and they can't even do that. They're actually creating more problems than they're solving.

Response: Caltrans will perform extensive subsurface investigations in the project area to understand the nature of subsoil and rock conditions. The investigations will

involve field-testing and extraction of soil and rock samples to perform appropriate laboratory tests.

The results of these field and laboratory tests will be used to develop appropriate soil/rock strength parameters needed for the design of fills and cuts.

We will also investigate the potential of mudslides occurring in the project area and provide suitable mitigation measures to prevent such instabilities.

CF4 My thing is that they should concentrate more on mass transit. We've got the railroad there; and they should concentrate more in putting all this money in developing and improving mass transit. Rather than keeping people in their cars and keeping them on the roadway, they should try and get them off the roadway. And, by the time this project is implemented, it's probably going to be obsolete; and we're still going to have a parking lot from Highway 29 to Highway 80 anyway.

Response: Multimodal transportation approaches, including mass transit, must be a part of the formula for the solution of all transportation problems including those on SR 12. Caltrans administers State and Federal grant programs that provide funding for operating assistance and capital improvement projects including buses; demand-responsive accessible services for the elderly and disabled; rural transit; commuter and urban rail services.

The funding for mass transit is, however, from a different source than the funding for the proposed project. The bulk of Phase 1 of the proposed project will be constructed with Corridor Mobility Improvement Account (CMIA)/ Proposition 1B Transportation Bond Program funding, which is to be used for performance improvements on the state highway system or major access routes to the state highway system.

1.4 Clerici, Andrea (AC), Individual

AC1 How would I describe -- regarding the tight diamond interchange does not presently -- the tight diamond shows two stoplights to go east on Jameson Canyon. We have enough of a bottleneck now with one stoplight, so, this is only compounding it instead of relieving it. So, we haven't gained a thing.

Response: *While the tight diamond alternative does include two signalized intersections as opposed to the single existing signal, the through traffic on SR 29 will not have to stop at these intersections because SR 12 will cross above SR 29.*

The proposed project will provide additional capacity by having three left lanes on the southbound off-ramp from SR 29 that turn left onto three lanes on eastbound SR 12. The proposed interchange would improve upon the operation of the existing intersection as there will be substantially fewer vehicle conflicts.

Under existing conditions, the intersection operates at LOS F during the AM peak and LOS E during the PM peak. Under future (2035) conditions with the Tight Diamond interchange alternative, both ramp intersections (SR-12 / SR-29 southbound ramps and SR-12 / SR-29 northbound ramps) operate at LOS D or better during the AM and PM peak hours. These levels of service reflect a significant reduction in delay over existing conditions.

AC2 The other intersection is the single point interchange requires the trucks -- let's see -- it requires the trucks that are coming northbound on Highway 29 to go east on 12, have to come to a complete stop at the stoplight and then pull out; and it's a sharp turn so the trucks and trailers with their long trailers that they haul from the warehouses there, will be required to swing out in the other on-coming lane or the other traffic lane before they get going eastbound.

Response: *Both interchange alternatives will be designed per Caltrans Design Standards. Adequate lane width and right-of-way will be provided to accommodate trucks turns. At the terminal of the northbound off-ramp from SR 29, consideration will be given to off-tracking for truck turn movement to eastbound SR 12.*

AC3 The two rock walls do not appeal to me. They're distracting to the motorists. And where there is a curving piece of road and the long stretch of this artificial rock wall could be a big distracter for the motorists and a source of accidents. We need a simpler retaining wall that more or less blends in.

Response: *The design objective for the concrete retaining wall is to use a surface texture and color that minimizes distraction and is consistent with other built structures or natural elements within the community. The "stacked rock" or "dry stack stone" wall texture is planned on the "truck climbing lane project" from*

westbound I-80 to westbound SR 12; so repeating it on the Jameson Canyon project would provide consistency. The “cut rock,” or “carved rock” texture is more naturalistic, and would blend more with the existing rock cuts on the side of SR 12. In locations where the wall is stepped in two tiers, the upper tier would be the “cut rock” or “carved rock” texture.

1.5 Kirkland, Lonnie (LK), Individual

LK1 The first interchange that they've removed, that they took down, was a cloverleaf. He says it can't be done; that's not true. He said because of the wetlands on Gunn's property was too wet to put up; that, which is not true. They have engineered projects around the world on wetlands, so, it has nothing to do with that. It's the total cost. That's the only one that will work to stop the slow-down and the problem with the interchange as it is now. All the rest is a Band-Aid. Once again, that is the only one that will work.

Response: At the open house in Napa, the display that was removed prior to the start of the public viewing showed one of the two interchanges, and not the previously rejected partial cloverleaf interchange. This display was removed because it contained information that had been superceded.

The partial cloverleaf alternative was rejected following the value analysis (VA) process because of its higher cost, greater right of way requirements, and impact on wetlands. Additionally, traffic studies during the VA process showed no—or less—improvement in level of service compared with other alternatives.

Wetlands are an important ecosystem that are worthy of saving whenever possible. There are laws and regulations to protect them. The two design alternatives for the SRs 29/12 interchange will retain the wetlands in that vicinity or create new ones to offset their loss. The two SRs 29/12 interchange design alternatives will also improve traffic flow between and through SRs 29 and 12.

LK2 Also, where the lines are now on the boundaries, they have not taken into consideration pipelines that are now existing, rock walls, utilities' ponds. If they do it with the way the bounds are drawn in now, they will cost the taxpayers a lot of money, when they can move it across the street on the south end where there is nothing and save the taxpayers money, which I think is very important if you're going to do the project.

Response: Utility conflict plans will be developed and discussed with utility companies to develop relocation plans for their facilities in the most efficient way they think possible. The Utility plans and coordination with the utility companies regarding relocation are in progress.

LK3 Unless they complete 680, 80 and 12, they're just going to have a four-lane backup on Jameson Canyon. I live there. The speeds now that people are passing are 70 miles an hour, single or double, at 70 miles an hour all the time. When we put in the Kirkland stoplight, Highway Patrol was very happy. My brother and I and Chardonnay Golf Course paid for that. We paid for that interchange. The Highway Patrol loved it because it slowed the traffic down because, before, they were doing 80-85 miles an hour, according to Highway Patrol, through that intersection area.

Response: The operational analysis for SR-12 Widening and Routes 29/12 Intersection Conversion Project does not address the I-680/I-80/SR 12 interchange. That interchange is a separate project and is currently in the environmental planning phase. The operational analysis for that interchange will probably describe approaches to keep traffic flowing, thus, avoiding a "parking lot."

The existing posted speed on SR 12 varies from 55 mph to 60 mph. The speed limit will remain same with the widening of SR 12 to four lanes.

LK4 The other comment that I want to make was, how Caltrans hasn't, at least, put a cement, portable barrier down the middle of the road now? They would have saved countless lives by just putting that down there. Now, they should have done it six years ago or more when the traffic went -- we did a personal study eight years ago and there was 35,000 cars a day going through Jameson Canyon, which we were required to pay for -- for the study -- and now -- and they haven't put up the barrier, yet. They could have put up what they're talking about now, put the barrier up, and for the people to cross there to their homes; and they haven't done that yet. So, if they want our personal opinion, unless they have enough money to complete all of it, they're better off to leave it alone and put up a concrete barrier. That's our family's feeling.

Response: A permanent, concrete median barrier will be included in the Jameson Canyon Road Widening Project.

LK5 The bicycle thing, we have never seen more than one or two bikes in our lifetime since we've been there --since the 1960's -- of anyone riding down Jameson Canyon Road for any reason; however, there has been two or three killed on 29 riding their bicycle, and it is a two-lane on both sides, and they can look at their own record and see that. So, the bicycle thing is way out of proportion. They should eliminate the bicycle problem and put in the high-speed thing that's going to do the job instead of messin' with the bicycle problem.

Response: As a conventional highway, bicyclists and pedestrians can use and already do use the shoulder of SR 12 as a Class III bike route. The proposed project upgrades the Class III facility to a Class II facility. Eliminating bicycle use on SR 12 is not an option.

The proposed project considers the accommodation of non-motorized users and improves the shoulders over the existing condition. Consequently, the proposed project is consistent with Caltrans Deputy Directive-64 regarding the accommodation of non-motorized travel.

1.6 Battala, Ernie (EB), Individual

EB1 But, my concern right now is the project from where it ends at Red Top Road, but from Green Island Road to Red Top Road westbound. Are they going to put a holding lane or cross-over lane, whatever you want to call it, in there so traffic doesn't back up off the lanes of 80?

Response: The operational analysis for SR-12 Widening and SRs 29/12 Interchange Project included an assessment of the need to widen the westbound connector ramp from I-80 to SR-12 from one to two lanes. The traffic analysis of the I-80/SR-12 connector ramp under the year 2035, concluded there would be no backups onto the I-80 mainline from the SR-12 westbound connector ramp. In addition, the Solano Transportation Authority is planning to convert the SR-12 /Red Top Road intersection to a grade-separated interchange in the North Connector Project.

EB2 When they put the signal light on Red Top Road, that would stop traffic. They wouldn't stop in the hot lane. I think that should be the first project done because you have the traffic coming off of Green Island --Valley – Road that's crossing to get on to

80, and the traffic on 80 trying to get to 12; that's what I call a cross-over. So, they need put that stretch of road in there. They had it in the budget a couple years ago. It was ready to go and for some reason it was -- the funds were taken out because of the bicycle path. There's a bicycle path there on the other side of the chain link fence, so, we were told that they had to go through environmental impact report to move the bicycle path over and buy more land in order to take the bicycle path to widen the road. And that's my main concern.

Response: Signalization at Red Top Road is being studied for inclusion in the proposed project. Improvements to I-80 are outside the scope of the proposed project.

1.7 Swanhuysen, Dee (DS), representing an Organization, the Bay Area Ridge Trail Council

DS1 I'm representing the Bay Area Ridge Trail Council. I'm the North Bay Trail Director, and I wanted to have the project include an under crossing for the Bay Area Ridge Trail and the Bay Trail that will connect to the bike path on both sides of the proposed project. That will accommodate bikers, equestrians and bicyclists. And I also certainly support the bike path on both sides, and I would like both sides bike path to be part of the project in Phase I of the project. It's really as simple as that.

Response: The proposed project will not result in a reduction of bicycling opportunities along SR 12. We are studying the possibility of including an undercrossing through an enlarged culvert in the proposed project as well as ramps from the bike paths along SR 12 to the undercrossing entrance. Some factors that have to be taken into consideration for the undercrossing and ramps include: groundwater level; drainage; Americans with Disability Act (ADA) standards; additional right of way requirements; biological and cultural resources; environmental mitigations; utility relocation; user safety; lighting within the undercrossing; and maintenance. These factors entail additional costs for the undercrossing and ramps that had not been budgeted. Consequently, accommodation for the undercrossing may be possible, but completion of the trail and ramps will have to be a separate project.

2. Comments by electronic mail

2.1 Brauning, Leon (LB), Individual

LB1 The report says the eastern terminus of the project is Red Top Road. On Page 19 in the 2nd paragraph it says this is a "rational" end point. My questions are: Why is it rational when there is very limited access now to I-80? Where is all the backed up 2 lanes of east bound traffic supposed to go then? Isn't it true that you are not going to rebuild the access to allow all this traffic to get onto I-80 any faster than it does now?

Response: *Red Top Road is a rational terminus for the proposed project because improvements east of Red Top Road are included in other projects including the I-680/I-80/SR 12 interchange. These other projects have independent utility or independent significance, and do not prevent foreseeable transportation improvements such as those in the proposed project. The Federal Highway Administration and other regulatory agencies consider the I-680/I-80/SR 12 interchange and the proposed project to be separate projects.*

LB2 The report says that the purpose of this project is to relieve traffic congestion. My question is: Silverado Trail is a 30 mile long county road that has had 14 deaths in the past 3 years while Jameson Canyon has had 1 death, why is not "Highway Safety" instead of traffic congestion a better use of the funds planned to be spent on Jameson Canyon?

Response: *We assume that the commenter refers to the large portion of Silverado Trail from Trancas Street in the City of Napa to State Route 29 in Calistoga. If so, this segment of Silverado Trail is a county road, which would be funded by a different program. The combination of State [Corridor Mobility Improvement Account (CMIA)/ Proposition 1B, State Transportation Improvement Program (STIP)/Regional Improvement Program (RIP) and Interregional Improvement Program (IIP), Traffic Congestion Relief Program (TCRP)] and Federal funding for the proposed project cannot be used for county roads. Your comment will be forwarded to Napa County.*

LB3 Your report indicates as many as 4 federally and 17 state listed species of wild life are affected and woodlands, forest, wetlands and other waters are affected and many are significant effects. My question is: Exactly what are the mitigations you intend to do to reduce these effects to less than significant effects?

Response: Caltrans incorporates avoidance and minimization measure to reduce the effects to threatened and endangered species. In the event that Caltrans cannot mitigate the effect through avoidance and minimization, Caltrans will conserve or enhance lands in order to compensate for the effects. These mitigation efforts in total will reduce the effects of this project to less than significant. The discussion of the details regarding the minimization efforts has been included in Volume 1, Chapter 2 section 2.3.5.

LB4 The traffic studies you cite are dated in 2003 and 2005. This is 2007 and the work won't even start for several years. My question is why are you using outdated traffic studies?

Response: Traffic counts were initially conducted at the beginning of the planning effort (2003). As that data aged, additional counts were conducted to determine if there were significant changes. A comparison of year 2002 and 2005 weekday traffic volume data collected by Caltrans for SR 12 showed little change in traffic volumes, indicating that traffic has remained relatively consistent over time. A field visit was conducted in April 2007 to verify the results of existing conditions analysis.

The analysis of the future (2035) conditions, uses forecasted traffic volumes that were obtained from the "Solano/Napa Travel Demand Model" created by the Solano Transportation Authority (STA). The STA model is continually updated; therefore, the future volumes represent the most up-to-date forecast data available.

LB5 In Chapter 2 in the section regarding Consistency with Plans you mention nothing about the major loss at the polls in both Napa and Solano Counties in June 2006 of this project. You don't state that this has been turned down by Solano County Voters 4 times! You don't state that the Napa County voters said no! to this project. My question is why do you ignore the will of the people in this matter? My second question is why do you fail to state this information about the contrary elections in the EIR?

Response: We are unable to keep up with all the ballot measures in all the elections in the Bay Area. The information you provided will be included in the final environmental document.

LB6 There is very confusing information in the media about the costs involved and who is paying what and how much. According to the media, Napa County is getting \$74

Million in Prop 1b bond money, but the amount coming from Napa and Solano counties is \$53 Million. My question is: How much of the \$74 million going to Napa County is to be used on Jameson Canyon, where is the remainder coming from or going to and who gets the use of the money and the income from it while it is waiting to be spent?

Response: Funding for the project includes approximately \$74 M of Corridor Mobility Improvement Account (CMLA)/Proposition 1B funds all of which is planned to be used for this project. Remaining funding sources include:

\$2M – State Transportation Improvement Program (STIP)/ Regional Improvement Program (RIP)

\$2M – STIP/Interregional Improvement Program (IIP)

\$7M – Traffic Congestion Relief Program (TCRP)

\$6.4 M – Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU)

\$26.5M – STIP augmentation – Napa

\$7M – STIP RIP augmentation – Solano

\$2.5M – Surface Transportation Program – Napa

\$12.1M STIP-IIP augmentation – CT

The State monies (STIP, TCRP, STP) are held by the State until allocated. The Federal monies (SAFETEA-LU, STP) are held by the U. S. government until allocated.

The funding identified for the project would be spent on other projects if not the widening of SR 12.

2.2 Donahue, Anni & Ron (A/RD), Individuals

A/RD1 So, a four lane parking lot is being planned? Interesting and wise. I commuted to and from Fairfield CA for a number of years. If Highway 80 and Highway 29 are not changed, our 4 lane parking lot will be a reality instead of someone's expensive useless dream.

Response: The Operational Analysis for widening SR-12 to four lanes showed improved roadway level of service due to increased capacity and a significant reduction in delays.

The Operational Analysis for the SRs 29/12 interchange alternatives (Tight Diamond and Single Point Urban Interchange) showed significant reduction in intersection delays when compared to existing conditions.

The westbound I-80/SR-12 connector ramp is assumed to be two lanes in the future and the Operational Analysis indicates no queues under the future (2035) conditions.

A separate project that addresses the I-680/I-80/SR 12 interchange is underway.

A/RD2 What about buses? What about getting someone with ideas besides widening roads?

Response: Busses alone will not meet the purpose and need for this project. Buses will have difficulty drawing people out of their vehicles because they offer no time savings over vehicles while SR 12 remains a two-lane facility. The routes for busses must also have termini that are convenient for their passengers.

2.3. Hancock, Robert (RH), Individual

RH1 For the record, I am completely satisfied by the IS-MDN/EA study done regarding the SR 12 widening and its interchange with SR 29.

This project is LONG OVERDUE and I am delighted to see it progressing! As far as I'm concerned, it is not possible to get it done too soon.

Response: Your preference for the project is noted and appreciated.

2.4. Living Rivers Council (LRC), Organization

LRC1 Will the proposed road improvements to SR 12 encourage yet more commuting by people living in one county and working in another by making it more convenient for the commute on SR 12? Will then the expected increase of vehicles lead to a lower level of service? This project will be affected by the daily interstate interchange at Hwy 680/80 commute hour bottleneck. This is a segmented approach to traffic relief and the two projects should be developed together.

Response: Future traffic projections based on STA regional travel demand model indicated an increase in vehicular traffic on SR 12 for the forecast year 2035. The traffic projections reflect the widening of SR 12 and account for any additional travel due to improved roadway conditions. However, the majority of the future travel

demand is generated by projections in housing and employment growth within Napa and Solano Counties that will occur whether SR 12 is improved or not.

If SR 12 is not widened to four lanes in the future (2035), the roadway level of service and delays will decline significantly from current conditions. Widening SR 12 to four lanes is expected to improve the roadway level of service and significantly reduce delays, as well as improve safety. The increase in vehicular traffic is not expected to result in a lower level of service with the additional travel lanes on SR 12.

The I-680/80 interchange is not considered part of the project; however, the effects from traffic operations in the area were accounted for in the analysis of SR-12.

The travel demand model used to forecast the traffic for this project did take into account that travelers are more likely to use the improved SR 12 through Jameson Canyon.

LRC2 The text says local stakeholders found the flyover to be unacceptable. Who are these stakeholders who hold so much sway over Caltrans as to abandon the plan? Was cost the issue? None is given in the Initial Study. A Project Alternative should propose locating the road footprint outside the California Department of Fish & Game (CDFG) top of bank setbacks to Fagan Creek, Jameson Creek, or the CDFG jurisdiction of riparian vegetation. It is missing in the Initial Study. How many and types of wildlife will be killed by automobiles attempting to cross the new four lane roadway as compared to the existing two lane road since there are no barriers or directional devices to control wildlife crossings?

Response: The flyover alternative would have called for a direct connector from southbound SR 29 to eastbound SR 12. The opposite movement would have been provided by a northeast quadrant diagonal ramp. Local stakeholders did not favor this alternative because it could not relieve all the congestion at the SRs 29/12 intersection. John Ponte of NCTPA addressed this issue at the Public meeting. Napa did not want a large three-level interchange at this location. This would have changed the “allure” of Napa County as a rural, agricultural county.

It is not possible to locate these projects outside of the top of bank of Fagan or the unnamed creek (Jameson Creek). These creeks are perpendicular to the highway and currently flow under the road via a culvert system. Caltrans will extend these culverts to

accommodate the new roadway. Section 1600 of the Fish and Game Code authorized the California Dept. of Fish and Game (CDFG) to regulate the impacts to rivers and streams. Caltrans will coordinate with CDFG regarding stream alterations.

Visual road survey data show many types of animals involved in animal vehicle collisions. Some animals include Black Tailed deer, raccoon, opossum, skunk, and squirrel. The current speed of traffic along SR 12 is not compatible with wildlife crossing. Caltrans will continue to study this issue in order to assess whether it is possible to incorporate further design modifications to accommodate wildlife passage. Caltrans is incorporating standard wildlife barrier passages into the design of this project.

LRC3 How much carbon monoxide, nitrogen dioxide, ozone, and particulate matter will from idling vehicles will be produced caused by the interstate 680/80 interchange commute hour bottleneck after the project is completed? How will this project effect global warming? Won't this project still result in a wider Jameson Canyon commute hour parking lot traffic jam and damage air quality?

Response: The air quality study for the I-680/I-80/SR 12 interchange, which is a separate project, is underway. The amount of carbon monoxide, nitrogen dioxide, ozone, and particulate matter resulting from that project will be included in that project's environmental document.

Hoping to reduce some of the worst climate change effects expected to occur in the Bay Area, a Joint Policy Committee (JPC) was formed between four planning agencies in the Bay Area: the Association of Bay Area Governments (ABAG); the Bay Area Air Quality Management District (BAAQMD); MTC; and the Bay Conservation and Development Commission (BCDC). The recommendations from the JPC will address climate change through a multi-pronged strategy and may result in changes to transportation planning on the regional level.

LRC4 Will the removal of trees effect the water temperature of adjacent creeks? How much will the erection of reflective and heat generating south facing concrete road retaining walls cause creek water temperatures to rise? The International Panel on Climate Change (2007) recommended against any further loss of forest-land to combat global warming. How much cumulative impact will this project's cutting of tree affect global warming? How much carbon sequestering ability will be lost from the cutting of

mature trees and replacing them with seedling trees? How many years will it take to reach pre-project levels of carbon sequestering from the loss of mature trees?

Response: *The removal of trees associated with riparian areas will not affect water temperature because the stream section will be culverted. In addition, Caltrans will provide landscaping to restore the temporarily affected area and these areas will provide shading around the riparian areas.*

The current project has a mostly unvegetated rock wall that also reflects solar radiation toward the south. The difference in reflected solar radiation between the existing unvegetated rock wall and the retaining wall will be negligible.

The amount of CO₂ emission from trees depends on how the trees are felled and what is done with the felled trees. A large amount of CO₂ is stored in the woody tissues of trees and therefore could continue to be sequestered if the tree products are disposed appropriately. The new growth of trees associated with this project will create a CO₂ sink as the new trees grow more rapidly than old trees and sequester CO₂ as they grow. The amount of CO₂ sequestered in the trees currently will take approximately 30 years of growth of the newly planted trees.

LRC5 Loss of riparian habitat is not discussed.

Response: *The loss of riparian habitat is discussed on pages 137-138 and pages 157-162 of the IS-Proposed MND/EA.*

LRC6 CDFG jurisdiction extends to the “outer edge of riparian vegetation.” The roadway footprint proposes to maintain the harmful intrusion into the riparian vegetation. It should be relocated outside of the CDFG riparian vegetative setbacks.

Response: *Relocating the roadway footprint outside the riparian area is not possible. Please see response to question LRC2.*

LRC7 What efforts will be made to replant the barren Fagan Creek and Jameson Creeks?

Response: *Following completion of the roadway improvement projects, replacement highway planting or revegetation planting, with a temporary irrigation system including riparian (creekside) planting, will be installed where feasible within the*

limits of the right of way and trees may be planted in locations beyond the clear recovery zone for vehicles. The clear recovery zone is 30 feet from edge of traveled way..

Biological mitigation (under Section 1602 of the California Fish and Game Code) planting may occur outside the limits of the roadway project right of way. Plant establishment periods of three (3) years are typically included as part of the planting contract, per Department policy.

LRC8 Protocol level surveys to determine Branchiopod Species in wetlands were conducted in July 2007 when many wetlands were dry. Also 2006- 2007 was an inordinately dry year with a below normal rainfall. A new survey should be conducted during a normal rain year and in the early spring months for Branchiopod Species.

Response: Protocol level surveys include one sampling of vernal pools during the dry season and one during the wet season. Caltrans was able to sample most basins during the wet season in 2006, a normal or above average rainfall year. In the instance that Caltrans could not survey vernal pools to a protocol level (including if Caltrans could not access the property with a vernal pool) Caltrans inferred the presence of Branchiopod species and will compensate for the effects of the project on these inaccessible vernal pools, or Caltrans will resurvey these vernal pools for Branchiopod species.

LRC9 The survey for the presence of California Red Legged Frogs (CRLF) was conducted in 2007, an extraordinarily dry year. A new survey should be conducted in a normal rainfall year and at the appropriate time of year to accurately verify the presence or non-presence of the CRLF. How many frogs will be killed by the expanded, four lane SR 12 as compared to the existing two lane road? If culverts are used to provide for passage for CRLF and other animals how will the wildlife be directed to culverts and not on to the highway? Are causeway designs with the roadway elevated and out of reach more effective for wildlife passage than culverts? Highways typically reduce local wildlife populations. How will SR 29 and 12 approach and interchange prevent the known local population of CRLF from attempting to traverse the roadway and to safe passage ways?

Response: Caltrans completed protocol level surveys for all accessible drainages. These surveys covered a two year period and account for variation in weather conditions.

The existing road acts as a barrier for CRLF according to Caltrans traffic studies and the USFWS CRLF Recovery Plan (2002).

Culverts for hydraulics and animal passage are located in natural animal corridors and therefore will provide a likely place for animals to cross. Caltrans is studying other potential designs to promote animal passage. Directing animals to culverts may result in increased mortality because of predator traps and if fencing is damaged or not appropriately maintained, increase mortality may also result.

LRC10 How much carbon monoxide and other green house gasses will be released into the atmosphere due to idling vehicles on SR 12 due to the rush hour backup at the 680/80 interchange?

Response:

Carbon monoxide (CO) is a criteria pollutant under the Clean Air Act though a quantification of carbon monoxide specific to the project was not done. Since increases in concentrations of carbon monoxide are localized (called "hotspots") it is only necessary to demonstrate that the project will not cause localized exceedence of the National Ambient Air Quality CO standards. There have not been exceedences of the National Ambient Air Quality CO standards in the Bay Area for years and the Bay Area is now classified a maintenance area for carbon monoxide. As such, the State uses a comparative method for evaluating potential local level carbon monoxide impacts for projects, which was approved by the FHWA and the EPA, and complies with Section 176(c) of the 1990 Clean Air Act amendments, federal conformity rules, state and local adoptions of the federal conformity rules, the National Environmental Policy Act, and CEQA requirements. On a region-wide basis quantification of vehicular emissions for all projects in the Transportation Improvement Program is done by the Metropolitan Transportation Commission (MTC) to ensure compliance with the Clean Air Act.

In regards to the other greenhouse gasses, the redistribution of traffic caused by the Build alternative would affect the surrounding roadways in the area differently.

Evaluating the net effect on the generation of GHG would have to be done by analyzing the transportation network as a whole. While the MTC currently does not include GHG in the air quality analysis of the Bay Area's Regional Transportation Plan, the latest analysis did find the Plan as a whole meets the goals established in the ozone attainment plan (VOC and NOx) and the CO maintenance plan for the Bay Area Air Basin.

Hoping to reduce some of the worst climate change effects expected to occur in the Bay Area, a Joint Policy Committee (JPC) was formed between four planning agencies in the Bay Area: the Association of Bay Area Governments (ABAG); the Bay Area Air Quality Management District (BAAQMD); MTC; and the Bay Conservation and Development Commission (BCDC). The recommendations from the JPC will address climate change through a multi-pronged strategy and may result in changes to transportation planning on the regional level.

LRC11 This project requires an EIR due to significant cumulative impacts in the region to CRLF. This project will cause significant environmental impact an endangered species, the CRLF, thereby requiring an EIR.

Response: It was determined that due to avoidance and minimization measures, the project effects on California red-legged frog are reduced to less than significant.

LRC12 The Napa County Industrial Park/Airport Specific Plan depends on the Jamison Canyon improvement in order to expand the Industrial Park. Hence, that makes the Jamison Canyon Widening/Interchange growth inducing, a significant environmental impact thereby requiring an EIR.

Response: The Napa County Industrial Park/Airport Specific Plan is not dependent on the widening of SR 12 or the conversion of the SRs 29/12 intersection into an interchange. Projects in the Napa County Industrial Park and Airport area have been and are being approved regardless of the proposed project. Build out will happen in the Napa County Industrial Park and Airport Specific Plan area whether or not the proposed project will be constructed.

LRC13 We the public, want to make comments on the NEPA document. How do we do this? Who is the lead on the NEPA document? Isn't NEPA required due to this being a federally funded project? Won't NEPA be required to consider impacts to CRLF? Please

send Living Rivers Council all NEPA documentation and comments by responsible agencies such as USFWS.

Response: The document that you reviewed is both a CEQA and a NEPA document. Your comments are now a part of the NEPA process for the proposed project. Caltrans is the NEPA lead agency for this proposed project.

Impacts to California Red-Legged Frog (CRLF) were considered in the Natural Environment Study prepared for this project. A Biological Assessment was also prepared and sent to the U. S. Fish and Wildlife Service (USFWS). A copy of the transmittal letter from Caltrans to the USFWS is included in Appendix I in the Initial Study-Proposed Mitigated Negative Declaration/Environmental Assessment. The Final environmental document for this project will include the Biological Opinion from the USFWS. Conditions in the Biological Opinion will be incorporated into the plans and specifications/construction contract documents.

2.5. Simms, Ginny (GS), Individual

GS1 I want to endorse the comments of Eve Kahn. The impacts on growth are minimized, especially the negative jobs/housing result in Solano County, and will result in even poorer air quality in the North Bay. I also endorse her other comments.

Response: The macro-scale air quality impacts of proposed projects in the Regional Transportation Plan, including the widening of SR 12 Jameson Canyon Road, were modeled by the Metropolitan Transportation Commission and were found to be in compliance with the Clean Air Act.

The impacts of the proposed project on growth have been revised in Section 2.1.2 of Volume 1 of the final environmental document.

GS2 The proposed Negative Declaration of the project is thorough in many of the parts that evaluate the widening of the highway to four lanes divided.

However, it is deficient in the area of what kind of safe crossing of the new highway is being provided for cyclists and pedestrians. Since the path will have to use Red Top Road to continue eastward over Hwy 80, a safe crossing of Hwy 12 will be needed. An addendum to the Study should be included, so that the possibilities are evaluated, and maximum safety is assured.

Response: The final environmental document addresses facilities being provided for bicyclists and pedestrians in Section 2.1.6. It will also discuss the feasibility of installing a traffic signal at Red Top Road to facilitate pedestrian and bicycle crossing of SR 12.

This proposed project is being coordinated with the Solano Transportation Authority's North Connector project and the I-680/I-80/SR 12 project because the Red Top Road intersection is within the limits of all three projects.

GS3 This Study proposes to include a Negative Declaration for the intersection SRS12/29. This is a separate large project, which contains no final or complete information on either design or funding timing. It should not be given a Negative Declaration at this time. It is so incomplete that it will preclude informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

Response: The IS-Proposed MND/EA addressed environmental impacts of the ultimate conversion of SRs 29/12 from an intersection to an interchange. The design details for the SRs 29/12 intersection conversion are sufficiently advanced for public participation and decision-making. If there is no progress made in the conversion of the intersection to an interchange because of a lack of funding, the FHWA's NEPA guidelines, which Caltrans follows, require a "consultation" on the validity of the environmental approval (FONSI) before the project restarts and proceeds. The consultation could lead to a supplement to the environmental document if there are major changes in conditions or scope of the proposed project.

GS4 It does not provide any meaningful data on traffic relief, since the traffic counts are old and do not show the AM Peak figures. For this intersection, no informed decision can be made without recent (within three years) data about the northbound backup, for example, how many signal changes that traffic must wait. The PM Peak numbers are not sufficient.

Response: A comparison of year 2002 and 2005 weekday traffic volume data collected by Caltrans for SR 12 showed little change in traffic volumes, indicating that traffic has remained relatively consistent since the SR 12 planning effort began. The comparison between the 2002 and 2005 counts does not include a comparison of AM

peak hour volumes; however, the analysis was completed for both the AM and PM peak periods (using 2003 AM peak hour data, and year 2035 AM peak hour traffic projections). A field visit was conducted in April 2007 to verify the results of existing conditions analysis.

The decision to make improvements to a facility is usually based on an existing deficiency (i.e. excessive delays, safety, etc.). However, the extent of the improvements is based on forecast conditions, which will determine if the proposed project will mitigate the existing deficiencies and adequately serve future traffic.

GS5 The decision to use an expensive unfunded solution at this intersection is not supported. A flyover has been rejected, based on eight year old data. Such data is seriously outdated, and only a new AM Peak data collection justifies eliminating this as an alternative. The present Study states that eliminating that was a local preference, articulated without a cost or timing comparison or current traffic data. This is an example of insufficient data for informed decision-making.

Response: *The partial cloverleaf alternative was rejected following the value analysis (VA) process because of its higher cost, greater right of way requirements, and impact on wetlands. Additionally, traffic studies during the VA process showed no or less improvement in level of service compared with other alternatives. The NCTPA and STA, as stakeholders in the project, participated in the VA process and agreed with the findings.*

A comparison of year 2002 and 2005 weekday traffic volume data collected by Caltrans for SR 12 showed little change in traffic volumes, indicating that traffic has remained relatively consistent since the SR 12 planning effort began. The comparison between the 2002 and 2005 counts does not include a comparison of AM peak hour volumes; however, the analysis was completed for both the AM and PM peak periods (using 2003 AM peak hour data, and year 2035 AM peak hour traffic projections). A field visit was conducted in April 2007 to verify the results of existing conditions analysis.

GS6 The Study declares a negative impact of a separate large interchange project which will likely not be built for many years. The actual impact of this interchange should be examined when the likelihood of construction is nearer. An example of the value of deferring the Study is that the traffic northbound at the intersection could be greatly

altered with the completion of Devlin Road between American Canyon and the airport. That project is expected soon.

Response: The FHWA's NEPA environmental process, which is followed by Caltrans, allows for a "consultation" after the approval of an Environmental Assessment and FONSI when a project changes. A change in traffic conditions could trigger such a consultation to determine the validity of the approved Environmental Assessment and FONSI.

GS7 An informed public cannot comment on the validity of the intersection project based on the information in this Study. I urge the removal of the portions of the Study concerning the intersection of SR12/29.

The conversion of the SRs 29/12 intersections to an interchange was added to the SR 12 widening project at the request of the FHWA based on logical termini (most of the vehicles using SR 12 also pass through the SRs 29/12 intersection) and independent utility or independent significance.

2.6. Smith, Kathy (KS), Individual

KS1 ...One of the main concerns will be the visibility of the property to allow access for visitors to the tasting room. Our plans include expanding the brewery to have outside tanks in the far corner part of the property, closest to the intersection of 29/12. Reducing the property lines, and with setback laws, this would not be possible for our expansion. For us to recapture our investment in the property, we need to utilize the whole property. With the setback requirements, taking any part of the land would greatly effect the plans for recapture and growth. I hereby request that the opposite side of the freeway be used, currently vacant land at this time.

Response: The proposed conversion of the SRs 29/12 intersection to an interchange has been in the planning and development stages for years and its impact on the parcel that you acquired should have been disclosed to you before your acquisition of the parcel. Nevertheless, if your parcel is determined to be needed for the SRs 29/12 interchange, we will follow our right of way acquisition process, which will include a fair market appraisal of your property and improvements on it.

3. Comments on comment cards

3.1. Azevedo, Ralph (RA), Individual

RA1 Need better access west and east from our ranch [5798 Jamieson Canyon Road]; going west with hay and cattle must go all the way to Green Valley Road to come back to Napa, etc.

Response: SR 12 requires access management to remain a safe facility. Some of the existing movements would not be permitted in the future. However, access improvements for all users and residents along SR 12 have been analyzed and U-turns at strategic locations to replace the existing unsignalized intersections were determined. This will improve safety for all users of SR 12. Access controlled intersections will restrict left turns from the intersecting roads, but allow all other movements.

The I-680/I-80/SR 12 interchange project will provide an interchange at the junction of Red Top Road and provide a U-turn movement.

RA2 Need something for wildlife to cross; deer, racoons, fox, etc. otherwise will be landlocked between 80, 12, and 29 and American Canyon Road

Response: Several locations along SR 12 allow animal passage. Caltrans is studying other options and working with CDFG as to how to address animal passage along SR12.

RA3 At least spell Jamieson correctly.

Response: The IS-Proposed MND/EA consistently spells Jameson Canyon without an "i."

RA4 Prefers Dry Stack Stone Pattern over Carved Rock Pattern.

Response: Your preference will be noted in the decision and final design for the proposed project.

3.2 Azevedo, Shirley (SA), Individual

SA1 Need to spell Jameson right

Response: The IS-Proposed MND/EA consistently spells Jameson Canyon without an “i.”

SA2 I do not think that there will be enough of a break in traffic for a safe turn around.

Response: Left turn lane is provided at each median opening for turning vehicles to wait for the turning opportunity. Acceleration lane is also provided for turning vehicles to accelerate and merge back to the mainline traffic.

SA3 Prefers Dry Stack Stone Pattern over Carved Rock Pattern.

Response: Your preference will be noted in the decision and final design for the proposed project.

3.3. Cook, Tracy (TC), Individual

TC1 Prefers Carved Rock Pattern over Dry Stack Stone Pattern

Response: Your preference will be noted in the decision and final design for the proposed project.

3.4. Edmister, Al (AE), Individual

AE1 Prefers Dry Stack Stone Pattern over Carved Rock Pattern

Response: Your preference will be noted in the decision and final design for the proposed project.

3.5. Fagundes, Cindy (CF), Individual

CF1 Please inform the Napa Registry or any other agency that the proper spelling of Jameson Canyon is JAMESON. There is no “i” in Jameson.

Response: *The IS-Proposed MND/EA consistently spells Jameson Canyon without an “L.”*

3.6. Guyan, Albert (AG), Individual

AG1 Bigger is not necessarily better. This is my feeling regarding the proposed 4 lane Highway 12 Improvement and the Highway 12-Napa 29 Interchange. Just get the Highway 12 Four Lane Project completed.

Response: *Your preference will be noted in the decision for the proposed project.*

AG2 Perhaps it would not take until 2011 or whatever day was thrown out there. I have been keeping STA correspondence and brochures since 2002, all of which referred to the plans and proposals that are still a dream!

Response: *Transportation projects often have long lead times before they are constructed. The proposed project has funding for the first phase to add two more lanes from Kelly Road to Red Top Road and would proceed to final design upon the completion of the environmental process.*

AG3 It is difficult to propose constructive criticism when the order of the day seems to be “tomorrow.” Having been in production for 60 years and each day having a goal or a tangible result—it is difficult to voice projections such as the case with highway planning.

Response: *The planning, design, and construction processes for transportation projects have long lead times to ensure public input, protect the environment, and provide a project that can be implemented according to standards and within budget. The resultant project is generally better when planning, design, and construction processes are followed.*

AG4 Prefers Carved Rock Pattern over Dry Stack Stone Pattern

Response: *Your preference will be noted in the decision and final design for the proposed project.*

3.7. Kahn, Eve (EK), Individual

EK1 Prefers Carved Rock Pattern over Dry Stack Stone Pattern

Response: Your preference will be noted in the decision and final design for the proposed project.

EK2 Include Transportation Demand Mgmt into document to extend useful life of facility.

Response: We agree that transportation demand management or transportation system management (TSM) is needed on SR 12. Despite Caltrans' support of TSM, adding carpools and vanpools, shifting work schedules, and changing preferences to transit are actions that need to be implemented by employers at the local level.

3.8. Smith, Kathleen (KS), Individual

KS1 I am the owner of the corner of 1 Executive Way, formally the Sake plant. I currently have invested not only the \$8 million purchase price, but another \$10 million in the re construction and equipment of the production building. Our plan for the property is running a brewery and winery.

The corner also allow a tasting room with food pairing. One of the main concerns will be the visibility of the property to allow access for visitors to the tasting room. Our plans include expanding the brewery to have outside tanks in the far corner part of the property, closest to the intersection of 2912. Reducing the property lines, and with setback laws, this would not be possible for our expansion. For us to recapture our investment in this property, we need to utilize the whole property. With the setback requirements, taking any part of the land would greatly effect the plans for recapture and growth.

I herby request that the opposite side of the freeway be used, currently vacant land at this time.

Response: The right of way requirements of the proposed project are being reviewed. If a portion or all of your property is determined to be necessary upon the completion of final design for the SRs 29/12 interchange, we will work with you through our right of way acquisition process.

3.9 Stephen, John (JS), Individual

JS1 What is the setback from Fallen Creek and Jameson Creek?

Response: Fagan Creek crosses SR 12 approximately 1.5 miles east of Kelly Road through an existing, reinforced concrete box culvert. Thus, there are no setbacks.

JS2 What mitigation will be made for the loss of trees?

Response: As on page 158 of the draft environmental document, Caltrans addresses the permanent effects to native riparian trees on an acreage basis as part of an oak woodland riparian habitat mitigation. This mitigation is being designed in conjunction with California Department of Fish and Game (under Section 1602 of the California Fish and Game Code).

The following paragraphs refer to on-site minimization for the visual impacts of the tree loss:

Based on Caltrans' policy on Highway Planting, replacement highway planting or revegetation planting resulting from a roadway construction project typically follows completion of the roadway construction contract and includes three years of plant establishment.

Substantial replanting with native shrubs and grasses is planned. Replanting with oaks and other native tree species, is also planned where feasible within the limits of the right of way and beyond the clear recovery zone for vehicles. The clear recovery zone is 30 feet from the white "edge of traveled way" line. A temporary irrigation system will help to establish the planting.

Because these measures will enhance the project and mitigate for loss of the existing vegetation, they are an integral part of the project and reserving funding for them is required.

JS3 Is there a cross over for bikes and pedestrians from Lynch Canyon?

Response: Bicyclists and pedestrians may cross over SR 12 at the signalized intersections of Kelly Road and Kirkland Ranch Road. An undercrossing of SR 12 near the Napa-Solano County Line is also being studied.

JS4 Prefers Carved Rock Pattern over Dry Stack Stone Pattern

Response: Your preference will be noted in the decision and final design for the proposed project.

3.10 Tamarisk, Nancy (NT), Individual

NT1 The bike path as described in the Initial Study is incomplete and hard to figure out.

Response: Information and graphics describing the bike path are provided in Section 2.1.6 of Volume 1 of the final environmental document.

There is an existing Class I bikepath running between Green Valley Road and Red Top Road along I-80 and SR 12. We are currently studying the feasibility of installing a traffic signal at Red Top Road to allow bicycles and pedestrians to safely cross SR 12 to or from that bikepath.

The proposed project provides eight foot shoulders, in both directions, for a Class II bikeway. Westbound bike traffic will cross SR 12 at Kelly Road to a new two-way, Class I bike path adjacent to eastbound SR 12, between Kelly Road and Airport Boulevard, to continue westward.

NT2 Prefers Dry Stack Stone Pattern over Carved Rock Pattern

Response: Your preference will be noted in the decision and final design for the proposed project.

4 .Comments by letters

4.1 Apperson, Lois (LA), Individual

LA1 Please consider the residents of Jamieson Canyon whose property was claimed for the widening of the canyon. It is such a beautiful entry-way into two counties. Now with a cement sleeve and two more lanes to accommodate more traffic, how ugly can that be?

Response: Avoidance, minimization and mitigation measures have been incorporated into the project to reduce potential adverse visual impacts; they will reduce those impacts and enhance the project.

The Visual Impact Assessment/ Technical Report for this project outlines the visual effects of the proposed project alternatives, such as the increase in the magnitude and dominance of the roadway in the visual foreground with the addition of two lanes and the concrete median barrier and removal of numerous trees in the corridor. However, most “scenic elements of the corridor, including undisturbed hillsides, pasture, vineyards, and forest would remain visually dominant.”

The report outlines recommended measures to minimize visual impacts, and to enhance the corridor’s visual vividness, intactness, and unity. These measures, which have been integrated into the project, include: naturalistic architectural design treatment of retaining walls, architectural design treatment of center median barriers and side barriers, and substantial replacement of native trees where feasible, along with shrub and grass revegetation. The retaining walls will be treated with color and/or texture to reduce glare and minimize contrast with the surroundings. Shrubs or trees will be planted where feasible to screen views of residents to the retaining walls and roadway.

LA2 Why not make the canyon one way driving high traffic times and reverse it in the evenings? Was this ever considered?

Response: The existing volumes and future (2035) traffic volumes indicate peak hour average directional split of 65-70 percent during the peak periods. Making SR 12 one-way would result in diverting 30-35 percent of the traffic traveling in the off-peak direction to other routes (such as American Canyon Road or SR 37), thereby inconveniencing those drivers and increasing travel times and delays on other routes.

This proposal deviates from the requirements of the State Highway System. Therefore, making SR 12 a reversible facility is not a feasible solution as it simply moves traffic congestion from one location to another.

4.1 Bay Area Ridge Trail Council (BART), Organization

BART1 The IS/EA has no references to several planned bike paths and regional trail facilities. Highway 12/Jameson Canyon path is identified in the Solano County Comprehensive Transportation Plan...as a Class I facility, and the draft Napa County General Plan (Napa GP) as a Class II facility. Additionally, the Napa GP calls for the installation of a Ridge Trail crossing of Highway 12 for pedestrian, equestrian and bicycle use. ABAG has adopted the San Francisco Bay Trail Plan and the planned Bay Area Ridge Trail alignment...is within the project area. While the IS/EA does reference the Napa County General Plan and its call for a Class II bike lane, it does not adequately discuss how the proposed project will implement this bike lane or the public facilities referenced in the other plans above.

Response: Consistency with the following plans is addressed in Section 2.1.1-“Consistency with Plans” of Volume 1 of the final environmental document: Napa County General Plan; Solano County Comprehensive Transportation Plan; Napa County Bike Plan; Solano Bike Plan; the Ridge Trail Plan;, and Bay Trail Plan.

The final environmental document will elaborate on the bicycle facilities in the proposed project and compare them with the other plans.

BART2 Please provide information regarding how the Caltrans policy—requiring that bicycling and walking be considered when new or expanded facilities are proposed—is applied in the project’s plans, including ADA compliance.

Response: The proposed project considered the needs of bicyclists and pedestrians in the SR 12 corridor—which is a conventional highway—and will upgrade the shoulder to standard width. By doing so, the project is consistent with Caltrans Deputy Directive 64 (DD-64) to accommodate non-motorized users on new or expanded facilities.

The proposed project will comply with ADA standards by providing pedestrian facilities that have slopes that do not exceed 5%.

BART3 We request a response how all of these important and planned public facilities will be addressed and included in the proposed project. Construction of the bike paths in both directions and an under crossing should be incorporated into the project and funded for construction as soon as possible. Consider the importance of a Class I pathway in providing safe, non-motorized transportation as well as an under crossing near the mid point of Jameson Canyon for the safety of motorists, bicyclists, and other path users in emergency situations.

Response: This project will increase the existing shoulders, along both directions of SR 12 between Kelly Road and Red Top Road, to a design width of eight feet. Signage will be placed and the shoulders will be striped to designate the use of the shoulder as a bike facility. This will upgrade the existing Class III facility to a Class II facility for bicyclists and pedestrians that choose to ride or walk along the shoulder.

A Class I facility would require the acquisition of additional right-of-way and pose additional environmental concerns. A Class I bike path will, however, be provided through the SRs 29/12 interchange between Airport Boulevard and Kelly Road. Westbound bike traffic will cross SR 12 at Kelly Road to the new two-way Class I bike path. This path will end at Devlin Road.

Caltrans is considering a pedestrian trail undercrossing of SR 12.

These improvements were planned in accordance to Deputy Directive-64.

4.1 Kahn, Eve (EK), Individual

EK1 Let me first begin my comments with the project description on page v. I challenge the statement in the first paragraph that “This project will reduce the existing traffic congestion by adding two more lanes, thus solving existing operational problems along the Jameson Canyon Road”.

Response: The traffic operational analysis for widening SR 12 to four lanes showed improved roadway level of service, increased capacity, and significant reduction in delays.

The SRs 29/12 interchange alternatives (Tight Diamond and Single Point Urban Interchange) showed significant reduction in intersection delays when compared to existing conditions.

The westbound I-80/SR 12 connector ramp is assumed to be widened to two lanes in the future and the analysis indicates no queues during the AM and PM peak hours under the future (2035) conditions. In addition, there are plans to convert the SR 12/Red Top Road intersection into a grade-separated interchange by another Solano Transportation Authority project.

The conversion of the SRs 29/12 intersection to an interchange is a recognized need. Funding and a timeline for this improvement are to be developed after the completion of the environmental process.

EK2 Widening Jameson without fixing the Hwy 80 or Hwy 29 merges is likely to cause more accidents in these locations. Widening Jameson will increase driver speeds. An additional lane will allow drivers to weave in and out of lanes as they pass slower cars or trucks – increasing the opportunity for accidents - accidents that won't always conveniently be situated to allow traffic to pass on the median or shoulder. And, should this occur, the concrete divider will prevent CHP from routing traffic onto the opposite roadbed. You may prevent head-on collisions (which incidentally have not occurred since the rumble strips have been installed), but not eliminate accidents or traffic blockages with your design.

I see nothing in the proposal that will truly **solve** the existing operational problems as the project scope only extends to Red Top Road. In addition, there is no money, nor an anticipated timeline to improve the Hwy 12/29 intersection. Everyone who travels Jameson Canyon clearly knows that the true cause of the congestion is not the size of the roadway, but the entrances and exits at both ends.

Response: Converting the SRs 29/12 intersection to an interchange is included in the proposed project, but a funding plan for this improvement is still to be developed. Improving the I-680/I-80/SR 12 interchange is proceeding concurrently as a separate project.

By providing standard width lanes and shoulders, the ability of emergency vehicles to get to the accident location as well as traffic to pass by the accident location will be improved, over the existing situation, even with a concrete median barrier.

EK3 Both Hwy 12/29 intersection alternatives presented in this document will continue to create backups on Hwy 29 for traffic wishing to turn left into Jameson Canyon. There is also some confusion if Northbound Hwy 29 traffic will be required to stop before entering Jameson Canyon. If the goal is free flowing traffic into and out of Hwy 29, then we should be considering other alternatives not referenced in the document under review.

Response: A queuing analysis for both directions of SR 29 was performed with future (2035) traffic volumes on both the Tight Diamond Interchange and Single Point Urban Interchange (SPUI) alternatives. The results of the analysis show the queue length is not expected to extend into the SR 29 mainline under both alternatives, and, in fact, will be significantly less than the queue lengths experienced today. Northbound right turns from SR 29 to SR 12 will be controlled by traffic signals but will be designed to turn at higher speeds than a conventional intersection, and will provide "green arrow" protected movements.

EK4 The last paragraph incorrectly identifies Red Top Road as a signal-controlled intersection.

Response: There was an errata page accompanying the environmental document that noted this error. The final environmental document has been revised with the correct information.

EK5 It is unclear why you would wish to design westbound and eastbound lanes to different standards. I am aware that the eastbound lanes will have wider shoulders and other amenities that meet current standards, while the westbound lanes will be the existing roadway. Therefore, the westbound lanes are not being designed, they are being reused. The comments in this section could also lead the reader to believe the speed limits will be 55 mph in one direction and 65 mph in the other. I suggest you clarify the wording in this section.

Response: There was an errata page accompanying the environmental document that noted both westbound and eastbound directions will be a conventional highway with eight foot shoulders and a design speed of 55 mph. The final environmental document has been revised with the correct information.

EK6 Transportation System Management and Transit. “Developing transit service between Napa & Fairfield is unlikely in the near term;” The ongoing discussions between NCTPA & its Solano County counterpart to implement a commute bus are not being recognized by the writers of this study. Transportation Demand (or System) Management such as removing unnecessary truck traffic during peak hours, adding carpools, vanpools, and shifting work schedules (where possible) will have a positive impact on Jameson Canyon congestion. Will it be enough to prevent this expensive expansion? Maybe not. But if we do not aggressively shift transit behavior now, an expanded Jameson Canyon will quickly return to existing levels of service. This study should support and encourage all TDM efforts even though “This alternative is unlikely to succeed in easing congestion on SR12 and therefore rejected as an alternative.”

Response: We agree that transportation demand management or transportation system management (TSM) is needed on SR 12 along with the proposed project.

Efforts by NCTPA and STA to implement commute bus service will be investigated and addressed, if possible, in the final environmental document.

Despite Caltrans’ support of TSM, adding carpools and vanpools, shifting work schedules, and changing preferences to transit are actions that need to be implemented by employers at the local level. Prohibiting truck traffic on SR 12 would only shift trucks to other routes that are equally congested.

EK7 According to Reid Ewing, Associate and Research Professor at the National Center for Smart Growth, University of Maryland, widening roadways provide short term benefit but are not particularly effective in the long term. In addition, widening roadways creates an affect he calls Induced Travel. In 1993 a University of California-Berkeley team led by Mark Hansen produced a study on the auto traffic effects of changes in road capacity that the EPA in 2000 was citing as an industry standard: “The peer-reviewed results are statistically robust and quite clear: induced travel can occur and can absorb all new capacity.” In fact, the “full increase in VMT [vehicle miles traveled] materializes within five years of the change in road supply.” Moreover, these additional lanes may

very well produce even greater traffic congestion on other roads. The Berkeley study found that “adding lane miles in a given county increases VMT throughout the wider region.” And while it is unclear whether widening roadways is growth inducing, it is clear that building new or expanded roadways does define where growth will occur. Nothing in this EIR discusses the impact of widening Jameson Canyon on nearby streets, roads, or highways – yet this information will be critical to Napa and Solano decision makers.

Response: The provision of additional capacity on SR 12 might produce some level of induced travel, but the magnitude of this travel is dwarfed by the travel created by rapid growth in housing and employment in Napa, Solano, and Sonoma Counties. The widening of SR 12 is intended to address existing congestion and safety problems as well as to respond to this rapid growth.

The impact of widening SR 12 on nearby street, roads, and highways was analyzed within the corridor. Intersections along SR 12 were analyzed and mitigated to operational standards and to ensure adequate access. The connection to I-80 was analyzed and is shown to operate at acceptable levels of service when widened to two lanes to match the SR 12 widening. Improvements to the intersection of SRs 29/12 were studied and the two interchange alternatives significantly improve the operation of SRs 12 and 29. The regional impacts of growth in Napa, Solano, and Sonoma Counties are studied in the Bay Area’s Regional Transportation Plan, and countywide General Plans for each respective county.

The concept of induced travel derives from the fact that after a highway has been improved, travel speeds are also improved, thus more travelers will use the highway increasing the total amount of traffic on it. This increased traffic is said to be the result of "induced travel."

This is due primarily to six separate factors:

- ***1. Route changes – Some travelers who previously did not use the highway will modify their routes to use the improved highway because it will be their fastest route to their destination. For these travelers, the quickest route to their destination did not include traveling on the highway before the improvement, but does after the highway is improved and its travel speeds are increased;***
- ***2. Departure time changes – Some travelers will have been shifting the time that they begin their trips to avoid congested highway conditions during peak travel periods.***

Once the facility is improved and congestion decreased, some travelers will shift their travel back to their preferred time during the peak periods and peak period travel will increase;

- *3. Mode Shifts – Improved travel speeds along the improved highway will make it more attractive and some travelers will change from alternative travel modes and begin driving on the improved facility;*
- *4. Destination Changes – Some travelers will take advantage of improved travel speeds along the improved highway to travel to more distant destinations than they otherwise would have;*
- *5. Additional Trips – Because of the improved travel speeds along the improved highway, some trips that would not otherwise have been taken will be taken.*
- *6. New development/Additional Land Use – In time, improved travel speeds along the highway may encourage additional development along the highway. Trips to and from the development will increase the traffic on the highway.*

The first factor, route changes, does not represent additional or induced travel. Rather, it represents travelers shifting the route for their trips. These routes may be longer or shorter than those taken before the highway improvement. Vehicles taking a less congested highway rather than a more congested one will likely have a more uniform travel speed with fewer stops and starts. This should decrease the amount of air pollution created by the vehicle. Route changes and their effect on corridor vehicle miles of travel (VMT) have already been taken into account in the travel models used for this project.

The second factor, departure time changes, also does not represent additional or induced travel. It simply represents travelers who choose to travel at different times. This factor is not explicitly accounted for in the traffic model used for this project but should have no effect on the total VMT. This is because the time within the day that travelers choose to travel will have no effect on the total amount of travel during a 24 hour period.

The third factor, Mode Shift, also does not represent additional travel. It could represent additional motor vehicle travel as travelers shift from other travel modes to motor vehicle travel. The travel demand model used to forecasts the traffic for this project does not take this effect into account. The two modes that this project would be the most likely to affect would be bicycling and bus travel. This project includes a new bicycle path that will greatly improve the co comfort and safety of bicyclers so it is very

likely that this project would, if anything, increase the number of travelers bicycling through this corridor. Presently, there is no direct bus service on Route 12 through Jameson Canyon so this project should not affect bus ridership. If, in the future, bus service is implemented through Jameson Canyon, this project will not necessarily cause a shift from bus to automobile travel. The improved operation of Route 12 through Jameson Canyon should benefit busses as much as automobiles so there is no clear reason why this project will cause more people to drive and less to take the bus.

The first three factors represent increases in the number of vehicles using the highway during peak periods but do not represent “induced travel.” Rather they represent decisions by travelers concerning where and how they will make trips they are already making on the transportation system. They could result in more travelers than expected on the highway during the peak period, but could not affect the total vehicle miles traveled. The fourth and fifth factors, destination changes and additional trips, do represent “induced travel.” If a traveler begins making longer trips or making more trips, the total VMT will increase, all other factors being equal. Neither of these factors is accounted for in most traffic models, including the one used to analyze the traffic effects for this project. Nearly all travel demand models assume that the number of trips and the length of trips taken by a given household are constant and not changed by the highway conditions. Although there has been some controversy concerning the relative contribution of induced travel to the total traffic volume, recent research indicates that the contribution is small.¹ One recent study in California, which examined the question of induced travel through comparison of improved and unimproved highway segments, found no statistical difference between the improved and unimproved segments and thus “no evidence of induced demand.”²

The sixth factor, travel associated with new development/additional land use, typically applies where ease of access is the major factor limiting development. This is not the case in Jameson Canyon. This area is not zoned for development and neither the Napa or Solano County General Plans call for additional development in this area.

¹ (Barr, Lawrence C. “Testing for the Significance of Induced Highway Travel Demand in Metropolitan Areas.” *Record*. 1706 (2000): 1-8.) (Cervevo, Robert. “Road Expansion, Urban Growth, and Induced Travel.” *APA Journal* 69 (Spring 2003): 145-163.) (Hartgen, David T. “Highways and Sprawl in North Carolina.” A Report Prepared for the John Locke Foundation. September 24, 2003 <<http://www.johnlocke.org/acrobat/policyReports/highways-report.pdf>>.) (Federal Highway Administration. “Induced Traffic: Frequently Asked Questions.” 30 March 2007 <http://www.fhwa.dot.gov/planning/itfaq.htm>.)

² (Mokhtarian, Patricia L., Francisco J. Samaniego, Robert H. Shumway and Neil H. Willits. 2002. “Revisiting The Notion of Induced Traffic through a Matched-Pairs Study.” *Transportation*. 29: 193-220.)

Therefore, significant additional development is very unlikely through Jameson Canyon, with or without the project.

EK8 From a transportation, economic, and environmental standpoint, we should do everything we can to encourage and entice people to live closer to where they work. Yet, widening Jameson Canyon will have the opposite effect. Using the studies referenced above, it will be easier for Solano County residents to commute to Napa, thereby inciting more growth in Solano.

Response: Caltrans supports the concept of smart growth, transportation for livable communities, and transit villages where people live close to where they work. Land use and development decisions are, however, local decisions, which Caltrans has very little control. Patterns of growth are occurring because these land use and development decisions have already been made and are continuing to be made. There is also substantial population growth that is internally generated within the Bay Area as kids become adults and remain in the Bay Area. The widening of SR 12 and other traffic congestion relief projects are attempts to assist people who commute. We try to balance their needs with those of the communities and the environment in our projects.

EK9 Sadly,” Jameson Canyon is neither an eligible State Scenic Highway nor a County Scenic road.” Yet for those who live in Napa County, Jameson Canyon is the first indicator that you are clearly entering a rural county when you turn off Hwy 80. And we would very much like to keep it looking like a rural road. Replanting trees along the corridor (to offset the loss of 549 trees removed) should be encouraged as well as adding native plants to soften the expanses of concrete. Landscaping is often cut as costs on roadway projects exceed original projections. Every measure should be taken to retain the landscaping plan with additional emphasis on native vegetation. Natural-looking elements should be chosen (such as the cut rock texture on retaining walls) to reduce the dominance of the roadway.

Response: While Jameson Canyon is neither an eligible State Scenic Highway nor a Napa County Scenic Road, SR 12 is one of eleven scenic roadways identified in the Scenic Roadways Element to the General Plan, adopted by Solano County in 1977. For more information, see Page 62 of the Jameson Canyon Widening and SR 29/12 Interchange Project Visual Impact Assessment/Technical Report (August 2007).

Based on Caltrans' policy on Highway Planting, replacement highway planting or revegetation planting resulting from a roadway construction project typically follows completion of the roadway construction contract and includes three years of plant establishment.

Substantial replanting with native shrubs and grasses is planned. Replanting with oaks and other native tree species where feasible within the right of way and beyond the clear recovery zone for vehicles, is also planned.

Because these measures will enhance the project and mitigate for loss of the existing vegetation, they are an integral part of the project. Funding is required and is being identified.

EK10 [Appendix A: CEQA Checklist] Section XII Population and Housing. I disagree with the determination that **No Impact** is the answer to a) Induce substantial population growth in an area either directly or indirectly is accurate. Refer to my comments on growth above. Widening Jameson Canyon can indirectly induce growth in Solano County and possibly American Canyon (where a large portion of the population commutes to jobs outside Napa County).

Response: Population growth is already occurring in Solano County and in American Canyon without the improvements of the proposed project. The growth is the result of decisions on land use and development that have already been made as well as internally generated population growth in the Bay Area (kids becoming adults and raising their own families), and immigration from other areas, states, and countries.

4.2 Napa County Bicycle Coalition (NCBC), Organization

NCBC1 Inclusion of Napa and Solano Bike Plans, Bay Trail Plan: The Napa County Bike Plan is not mentioned in your document...The Solano County Bicycle Plan is also missing. Both of these plans call for a class I bicycle lane through this transportation corridor. The Bay Trail Plan calls for connecting trails from Fairfield to the Bay Trail. ...The Jameson Canyon EIR fails to address the class one path called for in the Solano County Bicycle Plan, the Napa County Bicycle Plan and the Bay Trail Plan.

Response: A discussion of the Napa County Bike Plan, Solano Bike Plan, and Bay Trail Plan will be added to Section 2.1.1- "Consistency with Plans" section of the final environmental document.

The Solano County Bike Plan identifies the Jameson Canyon bike route segment as a Class I, II, and III in table “Project #5: I-80/80/SR 12 Interchange Project – Cordelia to Napa County.” It then describes the segment as “new shoulders along SR 12 into Napa County” – Class III – “or continue as Class I.” (STA, Solano County Bicycle Plan, October 2004, p. 85).

In the Napa County Bike Plan the Jameson Canyon Rd is identified as a Class I bike path on either the existing water easement or the Union Pacific Railroad right-of-way.

In the Bay Trail Plan, the Jameson Canyon segment is identified as a Future connection to the Bay Trail – not developed. The proposed project will improve this segment’s existing conditions enhancing users’ experience.

NCBC2 Unmet Demand for Commuters and Recreation Cyclists: This document needs projections quantifying the number of potential recreational and commuter bicycle users....We suggest one per cent of commuter trips is possible with a class one in year 2015 and increasing to 10% over the life of the project. These numbers will be virtually impossible to reach with a class three route along a highway corridor with cars traveling at relatively high speeds.

Response: We understand the need for studies quantifying the demand for bicycle facilities. However, such a study would only be theoretical and would not be a good basis to justify a Class I bike facility. Since the project is consistent with existing plans and will be improving bicycle facilities, the value of the study would be limited.

NCBC3 Inclusion of Safety Features for Non-Motorized Transportation: ...In the document, the road is described as having a wide shoulder. The drawings do not show the class one at or near Kelly Road described in the text. It is not clear if this will be recognized as class three.

Response: A Class I bike path will be provided between Airport Boulevard and Kelly Road to provide a safe crossing through the SRs 29/12 interchange. Between Kelly Road and Red Top Road, eight-foot shoulders, signage, and pavement striping will be provided that will designate the facility as a Class II bike path.

NCBC4 Highway 29/Devlin Rd. Bike Route: ...The interchange alternatives do not offer a bicycle solution to the high speed merge lanes on Highway 29, compounding the already high speed mix on this road.

Response: *This segment of Route 29 is access-controlled. Upon completion of the SRs 29/12 interchange, bicycles will be prohibited on this segment, and will be directed to alternate routes.*

NCBC5 Ridge Trail Under Crossing: The time to build the under crossing for the ridge trail is during construction of the project. The cost estimates for this should be provided before it is terminated from consideration. To render this a separate, retrofit project will be more costly in the end, thus wasting taxpayer's money.

Response: *We are studying the possibility of including an undercrossing through an enlarged culvert in the proposed project as well as ramps from the bike paths along SR 12 to the undercrossing entrance. Some factors that have to be taken into consideration for the undercrossing and ramps include: groundwater level; drainage; Americans with Disability Act (ADA) standards; additional right of way requirements; biological and cultural resources; environmental mitigations; utility relocation; user safety; lighting within the undercrossing; and maintenance. These factors entail additional costs for the undercrossing and ramps that had not been budgeted. Consequently, accommodation for the undercrossing may be possible, but completion of the trail and ramps will have to be a separate project.*

NCBC6 Social Equity: This transportation corridor does not accommodate persons without a car or drivers license.

Response: *SR 12 is a conventional highway that already allows bicyclists and pedestrians to use its shoulders. Providing transit for persons without a car or drivers license is a broader issue that requires participation and cooperation with other agencies and transit providers.*

NCBC7 Safety Benefits: In the San Francisco Bay Area, pedestrians and bicyclists represent 23.4% of all traffic fatalities. The largest percentage of these fatalities occur in Caltrans' domain on highway facilities. Jameson Canyon is a prime opportunity for Caltrans to demonstrate a commitment to safety for non-motorized transportation.

Response: An eight foot shoulder will be constructed as part of the widening project, which is an improvement over the existing condition.

NCBC8 Health Benefits: ...Studies have shown that communities that provide “active transportation” options such as class one bike paths have a more active population—and that the costs associated with such a project are offset by greater savings in health care costs.

Response: All energetic activities, including walking and bicycling, can improve health and reduce health care. While a Class I bike path may facilitate walking and bicycling, it is not essential to those activities.

NCBC9 Economic Benefits: ...A class one lane supplies a far greater benefit than a wide shoulder. With variable energy supplies it is important to have multiple methods to get to work. Real estate industry reports have shown that regions with “active transportation” amenities raise housing values and better retain (and attract) employers and desirable employees alike.

Response: While active transportation amenities may contribute to housing values and enable employers to attract and retain employees, there are other factors that have a greater influence on housing values and employees.

NCBC10 Environmental Benefit: ...the goal of the State of California is to reduce carbon emissions. Transportation is the State’s leading generator of greenhouse gas emissions. A class one bike lane will offer a greater incentive and opportunity to commuters to get out of the car. Potential for carbon emission reduction should be estimated for a class one that generates a higher mode share than a class three.

Response: Although a Class I facility would draw some commuters out of their vehicles, thus, providing some environmental benefits, the Class I facility will also require more right of way, pose additional environmental impacts, and necessitate more environmental mitigation. The Class I facility would likely exceed the limited budget for the proposed project. The proposed project is consistent with bicycle plans and can be upgraded if additional funds are secured.

NCBC11 Tie the Class One Path to the City of Fairfield: The bike path at the eastern terminus of the project does not appear to be part of the project or considered or addressed in the Neg Dec. This class one route has not been paved to connect to the Highway 12 roadway. To cross this gravel barrier cyclists have to walk their bikes to Highway 12. This is a further discouragement to non-motorized transportation and should be fixed as a part of the project.

Response: *Signalization at Red Top Road intersection, which would enable bicyclists using the existing Class I bike facility adjacent to I-80 to continue in the SR 12 corridor, is being studied for inclusion in the proposed project.*

4.3 Panattoni Investments, LLC, Business

P1 The aerial photographs of this site ...show this site vacant. I have enclosed a copy of the site plan which includes 2 large warehouse buildings. Construction of Building A...was completed in August of 2006 and Building B is under construction and will be completed in December of this year.

Response: *Both alternatives will affect your property.*

P2 It appears that the "Rte 12/29 Interchange Project Single Point Alternative" would have little or no impact on our facilities and could be accomplished without taking land from our parcel.

Response: *Both alternatives will affect your property.*

4.4 San Francisco Bay Trail (SFBT), Organization

SFBT1 Jameson Canyon Road/State Route 12 was adopted as an official proposed connector trail by the Bay Trail Steering Committee on February 1, 2005. Jameson Canyon provides a logical and much-needed connection between Solano and Napa Counties, and is identified in the Solano County Plan as a Class I facility, and in the Napa County General Plan as a Class II facility.The document fails to reference the Solano Countywide Bicycle Plan which...calls for a Class I path on Jameson Canyon Road. The document also fails to reference the San Francisco Bay Trail Plan, adopted by the ABAG Executive Board in 1989...the document does not discuss how the proposed project will implement bicycle and pedestrian facilities. Please provide us with specific information

regarding how these plans are being addressed by the proposed project. The document does not provide any meaningful description of the bicycle/pedestrian facilities proposed

Response: The final environmental document includes references to the Solano Countywide Bicycle Plan and the San Francisco Bay Trail Plan in Section 2.1.1. The final environmental document also describes the bicycle and pedestrian facilities proposed by the SR 12 widening and SRs 29/12 intersection conversion project in Section 2.1.6.

SFBT2 The document does not provide any meaningful description of the bicycle/pedestrian facilities proposed as part of the project though it was our understanding that a Class II...bike lane would be included in the project....the Bay Trail Plan calls for a Class I facility...the Jameson Canyon Bay Trail Connector will remain a gap in our system until...is completed. Additionally, please provide specific information regarding the use of State Route 12/Jameson Canyon Road by pedestrians under the proposed project configuration.

Response: The final environmental document describes the bicycle and pedestrian facilities proposed by the SR 12 widening and SRs 29/12 intersection conversion project in Section 2.1.6.

SFBT3 Please provide information regarding how Caltrans plans to apply Deputy Directive 64—the policy requiring that bicycling and walking be considered in all aspects of Departmental operation and decision-making—to the Jameson Canyon widening project.

Response: The proposed project considered the needs of bicyclists and pedestrians in the SR 12 corridor and will upgrade the shoulder to standard width. By doing so, the project is consistent with Caltrans Deputy Directive 64 (DD-64) to accommodate non-motorized users.

SFBT4 An under crossing of Jameson Canyon Road will be needed by the Ridge Trail in order to connect their north/south alignment in this area, and to connect users to Newell Open Space Preserve. Construction of such an under crossing should be incorporated into this project as it is a relatively minor piece of the overall infrastructure. To require that the under crossing be planned, permitted, and reviewed as a separate project would represent a lost opportunity to streamline two important projects.

Response: We are studying the possibility of including an undercrossing through an enlarged culvert in the proposed project as well as ramps from the bike paths along SR 12 to the undercrossing entrance. Some factors that have to be taken into consideration for the undercrossing and ramps include: groundwater level; drainage; Americans with Disability Act (ADA) standards; additional right of way requirements; biological and cultural resources; environmental mitigations; utility relocation; user safety; lighting within the undercrossing; and maintenance. These factors entail additional costs for the undercrossing and ramps that had not been budgeted. Consequently, accommodation for the undercrossing may be possible, but completion of the trail and ramps will have to be a separate project.

4.5 Sierra Club, Napa County, Redwood Chapter (SC), Organization

SC1 Summary: the IS does not adequately assess or attempt to mitigate the increase in greenhouse gases that will result from this project. The cumulative impact in this regard is significant. A mitigated negative declaration is inappropriate and both an Environmental Impact Statement and Environmental Impact Report under CEQA and NEPA respectively, are necessary.

Response: The Department recognizes the concern that carbon dioxide emissions raise for climate change. However, modeling and gauging the impacts associated with an increase in GHG emissions levels, including carbon dioxide, at the project level is not currently possible. No federal, state or regional regulatory agency has provided methodology or criteria for GHG emission and climate change impact analysis. Therefore, the Department is unable to provide a scientific or regulatory based conclusion regarding whether the project's contribution to climate change is cumulatively considerable. An IS-Proposed MND/EA is the appropriate environmental document for the proposed project.

SC2 This project will increase greenhouse gases. Inadequate consideration has been made to determine if the project can be avoided or an alternative with less impact adopted.

Response: The need for the proposed project will continue as traffic congestion becomes exacerbated. All the project alternatives, including those previously rejected, have impacts that have been and are being taken into account. A decision to proceed

with a build alternative on this project will be based on the one that avoids, minimizes, and mitigates the impacts that have been projected.

SC3 By widening Jamieson Canyon is in fact encouraging and exacerbating the increase in private vehicular traffic and therefore GHG. The report seeks absolution for Caltrans from the responsibility for GHG increases which will inevitably be generated in Jamieson Canyon by noting that no one project significantly increases GHG emissions, and that Caltrans does not have authority over land-use planning decisions which would increase transportation efficiency...If each business, household, and government agency argues that the problem is caused by someone else, progress can never occur...a mitigated negative declamation is not warranted for this project, particularly as no mitigation of this factor is proposed other than unsupported claims of action generally taken by the Department of Transportation unrelated to this particular project.

Response: Vehicular traffic is projected to increase with or without the proposed project. The land use decisions and population growth that will cause this increase have already occurred. If we do not act now to relieve projected traffic congestion on SR 12, we risk other local and regional air quality and environmental problems in addition to GHG emissions.

The Department continues to be actively involved on the Governor's Climate Action Team as the Air Resources Board works to implement AB 1493 and AB 32. As part of the Climate Action Program at Caltrans (December 2006), the Department is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: encouraging job/housing proximity, developing transit-oriented communities, and emphasizing high density housing along transit corridors. The Department is working closely with local jurisdictions on planning activities; however, the Department does not have local land use planning authority. The Department is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks. However it is important to note that the control of the fuel economy standards is held by the United States Environmental Protection Agency and ARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the University of California Davis.

A Mitigated Negative Declaration is appropriate for the proposed project because there is a commitment to measures to mitigate impacts to other resources.

SC4 The appropriate approach is that all transportation projects refrain from adding to the GHG...Caltrans must seize the initiative and work with local governments to address automobile congestion by sustainable measures...Those measures should include improving the scanty mass transit connectivity between Napa and Solano Counties, developing more affordably-priced housing in Napa, encouraging employer participation in commuting solutions, and other means that may entail thinking outside the box.

Response: *Those measures are needed, but Caltrans does not have the authority to require or compel local governments and transit providers to develop affordable housing or to develop transit services.*

SC5 ...inadequate consideration was given to whether transportation system management (TSM) alone would be an adequate alternative. Consideration was not given to prohibiting the use of the route by commercial trucks during rush hour, use of more flex-time by Napa employers, commuter buses operated by major employers, ways to move vehicles off the roadway in case of car trouble or accidents, and other possibilities. Nor was adequate consideration given to the development of transit services between Fairfield and Napa, which the report concludes is unlikely by mentioning that it would require capital and other expenditures without indicating the level of costs that would be incurred or comparing the cost of widening the highway...In fact, this project will actually decrease the potential for and effectiveness of TSM...will decrease the feasibility of developing Napa-Solano mass-transit interfaces, will decrease the imperative for building affordable housing in Napa County, and will promote increased use of gasoline and production of greenhouse gas emissions.

Response: *Prohibiting commercial trucks from using SR 12 during peak periods would force the commercial trucks on to parallel routes, such as American Canyon Road, thus creating more congestion on those routes.*

Flex-time, busses operated by major employers, and new transit services between Fairfield and Napa are good ideas for relieving congestion, but must be implemented by employers and transit providers rather than mandated by the State and/or local agencies.

SC6 ...consideration needs to be given to...developing a single additional vehicle lane which would accommodate high occupancy vehicles (HOV) toward Napa in the morning

and out of Napa in the evening, along with an aggressive campaign geared toward commuters and employers to increase HOV use.

Response: Caltrans considers the addition of high occupancy vehicle (HOV) lanes only on freeways with four lanes or more. Since the existing SR 12 through Jameson Canyon is only a two-lane conventional highway with at-grade access to adjacent properties and roads, adding an HOV lane is unfeasible.

HOV bypass lanes on interchange ramps and connectors from SR-12 to I-80 will be considered if there are HOV lanes to connect to on I-80, if a determination is made to include bypass lanes on interchange ramps in this project instead of other projects, and if funding is available.

An aggressive campaign to carpool and use alternative transportation can be implemented without providing HOV lanes.

SC7 ...additional analysis should also determine the positive impact of improving the interchanges at Highways 29 and 80 without widening the Jamieson Canyon corridor...Analysis...may indicate that improvements on these intersections would lessen the need for this project. At a minimum, analysis should be included that would determine if the widening of Jamieson Canyon would be futile without improvements to those intersections. A worst-case scenario would be that widening Jamieson Canyon would result in more idling if the I-80 intersection cannot deal with the increased number of vehicles.

Response: The conversion of the SRs 29/12 intersection to an interchange is currently combined with the widening of SR 12, which already has funding identified. After the completion of the environmental process for the proposed project, funds for the conversion of the SRs 29/12 intersection into an interchange will be sought.

A separate project to improve the I-680/I-80/SR 12 interchange is also underway. That project is also in the environmental planning phase.

Because of the long lead-time necessary for transportation projects, leaving out the widening of SR 12 is not a feasible approach. All three improvements should proceed because of their potential synergistic effect on traffic congestion.

SC8 ...having concluded that TSM is inadequate alone, the project fails to include any incentives for ride-sharing or public transit use: no Park and Ride facilities, no carpool lanes, and no plans to connect the Napa Vine service with Solano public transit facilities ...Widening highways does not...relieve congestion except for a brief period of time. Rather it increases traffic and allows a greater number of highway users to experience the congestion that soon follows the increased capacity, leaving the surrounding area to deal with a greater number of vehicles on local roads. At a minimum, TSM needs to be included to lengthen the time that the project would be effective.

Response: *We agree on the need for Transportation System Management (TSM) on SR 12 as well as other congested corridors. The Corridor Mobility Improvement Account (CMIA)/ Proposition 1B Transportation Bond Program and other funds for the widening of SR 12 are, however, for highway improvements.*

Efforts to increase ridesharing and develop new transit/bus service routes must be accomplished with other funding sources that are available to local agencies and transit providers. Regarding carpool lanes, Caltrans cannot implement them on two-lane conventional highways.

SC9 The conclusion that the project will not affect “neighborhoods, social, cultural or educational facilities or the economy of the area” and the project” will not change the rate of use of any natural resources” is unsupported and incorrect. Napa will experience increased traffic if Jamieson Canyon is widened. This will be growth inducing and add to the population pressure.

Response: *Our conclusion was based on an evaluation of the demographics of Napa as well as Napa’s current policies on land use and development. These factors will cause growth and an increase in the rate of use of natural resources in Napa even without the widening of SR 12. The implementation of the proposed project will be coordinated with the City and County of Napa to minimize local traffic impacts of the proposed project.*

SC10 The recent rejection of a funding proposal to widen Jamieson Canyon indicates that the residents of Napa County do not in fact support the project. Given that rejection, this project cannot be considered to be consistent with the current draft of the Napa County General Plan.

Response: The failure of tax measures in Napa County for the funding of transportation improvements will be noted in the final environmental document. The lack of a strong statement of support for the proposed project in the draft update of the Napa County General Plan will also be noted.

SC11 We note that the project does not adequately include accommodation for non-motorized users of the Jamieson Canyon corridor...a class II bike trail would be inadequate and unsafe. Class I is needed not only for safety reasons but to accommodate the local segments of the regional trails...Accommodation for non-motorized users needs to include a mid-point undercrossing as part of this project.

Response: Bicyclists are already using the shoulders of SR 12 as a Class III bike facility. The proposed project will upgrade the Class III facility to a Class II facility. A Class I bike path will be provided between Airport Boulevard and Kelly Road to provide a safe crossing through the SRs 29/12 interchange.

We are studying the possibility of including an undercrossing through an enlarged culvert in the proposed project as well as ramps from the bike paths along SR 12 to the undercrossing entrance. Some factors that have to be taken into consideration for the undercrossing and ramps include: groundwater level; drainage; Americans with Disability Act (ADA) standards; additional right of way requirements; biological and cultural resources; environmental mitigations; utility relocation; user safety; lighting within the undercrossing; and maintenance. These factors entail additional costs for the undercrossing and ramps that had not been budgeted. Consequently, accommodation for the undercrossing may be possible, but completion of the trail and ramps will have to be a separate project.

4.6 State of California, Department of Conservation (CDC), State Agency

CDC1 A total of 34 parcels used for vineyard or rangeland purposes will be impacted by the project, however, the amount of land acquired will be only 67.95 acres. There is no mitigation proposed for this agricultural land conversion. The Division recommends that mitigation be considered for any prime farmland, farmland of statewide importance or unique farmland impacted by the project. Although the acreage converted in this project is relatively small, the cumulative impacts of similar projects may be significant. Caltrans has considered the purchase of agricultural conservation easements as a form of

mitigation for agricultural land conversion resulting from other projects, therefore, should consider its feasibility for this project.

Response: *The farmland to be acquired for the project is not prime farmland, farmland of statewide importance, or unique farmland. The lands to be acquired are adjacent to SR 12 and have not been in crop production. We do not consider the cumulative impacts of the conversion of these lands to be significant. Mitigation would be considered if there were extenuating circumstances.*

CDC2 The IS-PND/EA also notes that six of the agricultural parcels are under Williamson Act contract...Acreages of these contracted parcels are noted in Table 2.1.3.3 in the document, however, ...data does not correspond with the descriptive paragraphs below the table...The Division recommends clarifying the actual amount of acquisitions from contracted parcels.

Response: *The final environmental document has been revised with additional information in Section 2.1.3 and Appendix L and will resolve the inconsistency that you noted.*

CDC3 ...public acquisitions of lands under Williamson Act contract for public purposes require notice to the Department of Conservation and specified findings (Government Code Sections 51291-51292). The Division recommends that the notice process be initiated as early as possible in the planning stages of the project.

Response: *We are acting upon your recommendation and will work with you and other pertinent agencies while we are still in the planning/project approval phase.*

4.9 State of California, Department of Transportation, Division of Aeronautics (DTA)

DTA1 The Division of Aeronautics would suggest using the alternative, which is most favorable with providing access and egress from the Napa County Airport. We would also ask that any new signs provide information about the location of the airport.

Response: *Caltrans, District 4 will take into account your suggestion about preferred alternative identification. We will also take into consideration your request regarding signage.*

DTA2 In accordance with CEQA, Public Resources Code Section 21096, Caltrans Airport Land Use Planning Handbook must be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries, or if such a plan has not been adopted, within two miles of an airport.

Response: *We were unable to review the Caltrans Airport Land Use Planning Handbook. However, we have reexamined airway-highway clearances required in our Highway Design Manual and find that the SRs 29/12 interchange will not present any safety hazards for the airport. We will also work with the Napa County Airport to ensure that access issues during and after the construction of the SRs 29/12 interchange are addressed.*

DTA3 Public Utilities Code Section 21659 prohibits structural hazards near airports. In accordance with Federal Aviation Regulation, Part 77 “Objects Affecting Navigable Airspace” a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration.

Response: *Your advisory is noted. The proposed project within the project limits is not in the flight path of the Napa County Airport. There will be no structural hazards in the vicinity of the Napa County Airport. All efforts to comply with Caltrans standards, California PUC and FAA regulations, and Napa County Airport concerns will be taken.*

DTA4 The proposal should be submitted to the Napa County Airport Land Use Commission for review. The proposal should also be coordinated with Napa County Airport staff to ensure that the proposal will be compatible with future as well as existing airport operations...

Napa County Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness.

Response: *The environmental document was submitted to the Napa County Airport Land Use Commission and the deadline for comments was extended for them. At the end of October—one month after the original deadline—we called and left a message for them and received no response. We are now proceeding with the assumption that they have no comments.*

4.10 State of California, Governor's Office of Planning and Research, State Clearinghouse (SCH), State Agency

SCH1 These comments are forwarded for use in preparing your final environmental document...this letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Response: No response is needed.

PART 2